

Governor's Transportation 2020 Citizen Advisory Commission Report and Recommendations

Legislative Committee Presentation

January 30-31, 2012

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Citizen Advisory Commission

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PROCESS

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2011 RUTF Study

- Code requirement that DOT do study/report
 - to review current revenue levels and projected construction and maintenance needs
 - may include funding level recommendations
 - shall evaluate alternative funding mechanisms
- Due every five years; first due 12/31/11
- Submitted to Legislature by DOT 12/30/11

Governor's Transportation 2020 Citizen Advisory Commission (CAC)

- Named by Governor Branstad 3/2011
- Tasks
 - Assist DOT in completing its study/report
 - Seek public input
 - conditions of Iowa's roadway system
 - importance of roads to Iowans
 - Preferred funding options

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CAC Members

- Nancy Richardson – Coralville
(Co-Chair)
- Scott Cirksema – Clive
- Catherine Dunn – Dubuque
- Jim Kersten – Fort Dodge
- Rose Mitchell – West Des Moines
- Dan Wiedemeier – Burlington

Ex-officio legislative members:

Chair/Ranking Member of House
Transportation

- Rep. David Tjepkes (R-Gowrie)
- Rep. Jim Lykam (D-Davenport)

- Allan Thoms – Cedar Rapids
(Co-Chair)
- Jeff Corkery – Peosta
- Geri Huser – Altoona
- Lindsey Larson – Jefferson
- Ann Trimble Ray – Early
- Larry Winum – Glenwood

Chair/Ranking Member of Senate
Transportation

- Sen. Tom Rielly (D-Oskaloosa)
- Sen. Tim Kapucian (R-Keystone)

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Methods of Input

1. Open discussion at 6 CAC meetings
2. Iowa DOT presentations
3. City/County and Stakeholder input meeting
4. Seven statewide public input meetings (PIMs)
5. Web site comments

City/County and Stakeholder Input

- Local Governments
 - Iowa League of Cities
 - American Public Works Association – IA Chapter
 - Iowa State Association of Counties (Engineers and Supervisors affiliates)

City/County and Stakeholder Input

- Stakeholder Groups
 - Associated General Contractors of Iowa
 - Iowa Good Roads Association
 - American Council of Engineering Companies – Iowa Chapter
 - Iowa Motor Truck Association
 - Iowa Farm Bureau Federation
 - Iowa Chamber Alliance
 - Iowa Bankers Association
 - Iowa Association of Regional Councils

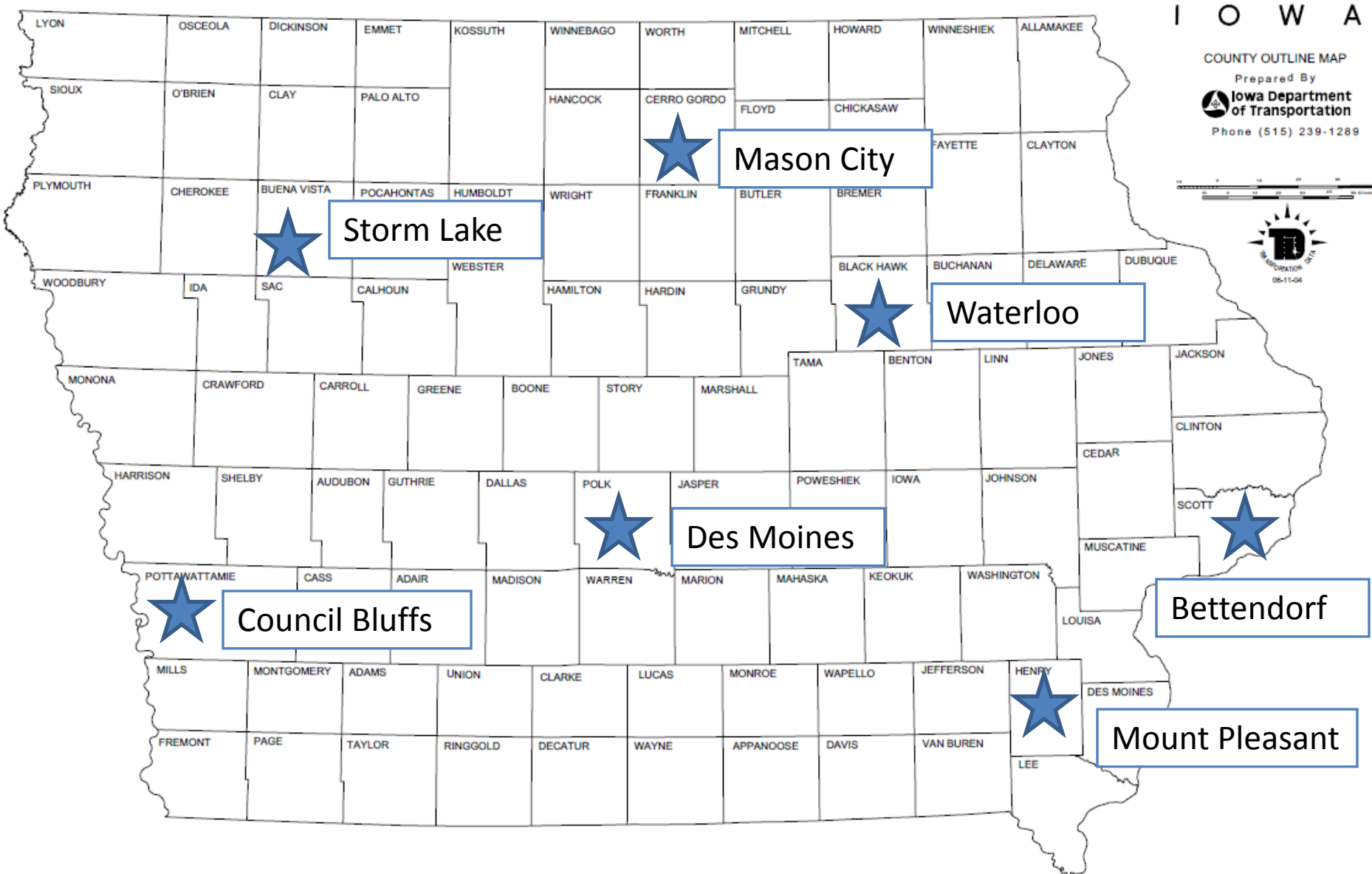
Public Input Meetings

- August 10: Bettendorf
- August 17: Mason City
- August 24: Des Moines
- August 31: Storm Lake
- September 7: Council Bluffs
- September 14: Waterloo
- September 21: Mount Pleasant

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Public Input Meeting Locations

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PIM/WEB Input Summary

- Approximately 500 people attended PIMs
 - 138 people provided verbal comments
 - 7 people submitted written comments
- 53 written comments submitted via web site

Demographics - PIM/WEB Input

- Unaffiliated citizens: 33%
- Private industry: 18%
- Farmers: 6%
- County: 23%
- City: 12%
- Other public agencies: 7%
- Legislators: 1%

INPUT/FINDINGS

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Challenges

- “Perfect Storm”
 - Large and aging system
 - Increasing demands
 - Flattening revenue
 - Increasing construction cost inflation rate
- Impact of severe weather
 - Immediate damage to infrastructure
 - Deferred maintenance due to shift in operational activities to address weather impacts
 - Unquantifiable loss of useful life due to underlying damage to infrastructure

Evaluation of Critical Needs

- Forecast revenues will fall short of meeting needs
 - Total annual shortfall of \$1.6 billion
 - Critical needs annual shortfall of \$215 million
- Impacts of critical funding shortfall
 - More bridges closed or with weight restrictions
 - Deteriorating conditions across the system – including high-level roads critical to movement of goods and people
 - Increased costs to transportation providers and users
 - Potential economic losses to the state of Iowa

Summary of PIM/WEB Input

- Additional funding needed: 90 %
- Need to also invest in other modes: 11%
- Favor RUTF over TIME-21 formula: 6%

Summary of PIM/WEB Input—cont.

Funding Mechanisms

- Increase fuel tax: 64%
 - Eight cent increase: 4%
 - Ten cent increase: 21%
 - Two comments requesting no increase in diesel fuel tax rate
- Index fuel tax rate: 9%
- Create new funding mechanism for alternative fueled/hybrid/high mileage vehicles: 11%

Summary of PIM/WEB Input – cont.

Funding Mechanisms

- Create one cent per bushel fee: 7%
- Implement per mile driven fee: 5%
- Increase fee for new registration from five to six percent: 3%
- Increase driver's license fee: 3%

Summary of PIM/WEB Input – cont.

Funding Mechanisms

- Others (three people or less)
 - Institute/increase farm equipment tax/fee/license
 - Eliminate reduced fee for business trade pickups
 - Institute a flat registration fee
 - Provide authority to utilize public/private partnerships
 - Provide broader authority to implement tolling
 - Allow ability to apply a local fuel tax
 - Provide authority to bond at state level
 - Allow creation of Transportation Improvement Districts
 - Create a one cent per head of animal confinement fee

RECOMMENDATIONS

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Public Input Guiding Principles for Development of Recommendations

- Additional revenue should have Constitutional protection
- Jurisdictions should continue to become more efficient
- User fee concept should be preserved
- Iowa's pay-as-you-go tradition should continue
- Funding mechanisms should be fair and equitable
- Actions should be taken now but also should begin implementing/setting the stage for long-term solutions

CAC Recommendations

1. Increase fuel tax by eight to ten cents.
2. Increase “Fee for New Registration” from five percent to six percent.
3. Iowa DOT should recommend in their legislative report a funding mechanism for alternatively fueled, hybrid and high-fuel efficiency vehicles.
4. New funding should be distributed based on existing Code requirements.
5. Iowa DOT RUTF study should be done every two years instead of every five years.
6. Iowa DOT should meet at least annually with cities and counties to identify actions to increase efficiency.
7. Iowa DOT should study by 6/30/12 whether all vehicles and equipment using public roadways pay equitable fees.